



## Los Angeles Herald

**THE DAILY AND WEEKLY HERALD** has more than double the circulation of any other paper published in Southern California. Business men recognize it accordingly as the best advertising medium South of San Francisco.

FRIDAY, OCT. 1, 1875.

### NEWS OF THE MORNING.

There has been a re-union of the army of the Tennessee, and on the occasion President Grant made the longest speech of his life.

The Ministerial journals deny that Sedor Canovas de Castillo ever, during his Premiership, promised to re-establish the Concordate between Spain and the Vatican.

The Farmers' and Merchants' Bank of this city opens this morning with an abundance of funds. The Bank of Temple & Workman will not resume business for several days.

The trouble between the Fall River mill owners and operatives is about over, and it is believed the mills will be running with full force on Monday.

The Emperor William of Prussia has gone to Baden to celebrate the birthday of the Empress Augusta.

The Treasurer of Lyon county, Iowa, is a defaulter to a large amount.

Gold closed in New York yesterday at 117 $\frac{1}{2}$ . Yesterday morning an explosion occurred in the Anchor colliery, Pennsylvania, killing James Adams, Arthur D. Hart and seriously injuring Michael Butler and Isaac Wilkins. Besides the above, Pierce Franks and M. James were slightly injured, burned by gas.

President Grant and General Sherman were at Des Moines, Iowa, yesterday.

The Commissioner of Internal Revenue decides that companies are liable to 5 per cent tax instead of 2 $\frac{1}{2}$  per cent on dividend earnings to August 1st, 1870.

A new steam line between Boston, New York and South America will be inaugurated at an early date.

The Kansas stallion Smuggler won an easy race in Boston yesterday.

### Railroad Freights.

When the ablest men in the land understand but little about railroads, it is not surprising that the masses should entertain erroneous opinions on the subject. The science of rail transportation is but in its infancy, and being ignorant of the laws and principles which govern it, the law makers can enact no restrictions that will enure to the benefit of the entire community. Empty headed demagogues may rail against the extortions of railroad companies, and representatives from "back wood" counties assume to interfere in a matter of which they are wholly ignorant, but the ablest thinkers of the day who have considered the railroad question testify that the interests of the railroad and the people are so identical that it is against all reason to expect that any intelligent directory would for any length of time attempt to oppress the people, but that even if such a case should happen the abuse would soon correct itself. In other words among the best informed it is a recognized principle that legislative interference with railroads is likely to prove detrimental to both the shipper and the carrier.

A railroad once constructed becomes a part of the country through which it passes. It grows with the country, increases its wealth as the people along its route prosper, and decays with the poverty of its patrons. This is the case whether the line is a monopoly or whether it has numerous competitors. In the latter case very low rates may prevail for a time, but all the routes must ultimately return to a paying basis. In fact, it is not to the interest of any people to have the railroad companies bankrupted by the cheap freights and fares. Residents along a railroad know nothing of the science of transportation, and make out apparently satisfactory charges of extortion and oppression. JONES who lives ten miles from a market thinks his goods should be transported for exactly one tenth as much as those of SMITH who resides ninety miles further, forgetting that the cost of loading and unloading are the same in both cases, and is perhaps the largest element in the cost of moving the freight. If the charge for loading and discharging lumber for example, be one dollar per thousand and the freight six cents per mile, in the foregoing case JONES pays a total of \$2.60 or 26 cents per mile, and SMITH \$8.00 or 8 cents per mile, yet the company has acted impartially. It may be also that SMITH is the only shipper to his station at the time while ten of JONES neighbors get goods the same day. The cost of stopping a freight train and dropping a box car would be the same in both cases. In the matter of discrimination against particular kinds of freight investigation generally proves that the railroad managers are acting on sound principles. Of course every merchant and every farmer can see special reasons why his particular line of goods or produce should have the benefit of minimum rates. The selfishness of human nature dictates the majority of the charges of this species of discrimination. These remarks were elicited by a perusal of an interview between Governor STANFORD and a reporter of the San Francisco Chronicle. The interviewer went fully charged with complaints against the Central Pacific railroad, but President STANFORD, at least as it appears to our minds, satisfactorily refuted all the charges brought forward. The advance of transcontinental freights since the consolidation of the railroad and the Panama steamship line was natural enough since before that time the rates were below a paying figure; but at present the charges from New York to San Francisco are below what they formerly were between Chicago and the Pacific. The competition of the sailing vessels around Cape Horn checks any extortion on the part of the railroad, even if it were desired.

The roads from the Atlantic seaboard to Omaha charge less for overland freight than for any other, and the people of the Pacific slope get the benefit of this, though the goods do not come through as quickly as is desirable. On the Union and Central Pacific, freight was transported more rapidly than on any roads in the country. There could be no restriction from present figures, Mr. STANFORD said because the rate was now the cheapest in the world considering the distance and the heavy grading, and the passenger rate was equally reasonable.

The will of Joseph R. Blumenberg was filed for probate yesterday. The testator bequeaths all his property to his wife, Susannah, and appoints her sole executrix without bonds. The value of the estate is about \$500,000.

About 2 o'clock this morning, W. Muir, a German sailor, was stabbed in the back during a quarrel between him and Frederick Dietrich, in the Racine House. Dietrich was arrested, and both he and Muir were locked up.

### Fire at Carson—Death of a Pioneer.

CARSON CITY, Nev., Sept. 29.—About half past 4 o'clock this morning an alarm of fire was given and it was discovered that Moore & Parker's fine dancing hall was in flames. The building being very dry and water scarce, the fire soon spread to the adjoining buildings, destroying the residence of Jno. Q. A. Moore and Geo. Tufley, and damaging that of Dr. L. A. Herkell. The dancing hall was valued at \$60,000. Insured for \$1,500. It was regarded as the finest dancing hall in the State. There seems to be no doubt it was the work of an incendiary and a sharp lookout is being kept by the citizens.

B. F. Marshall, an old steamer of this coast, died at his residence here yesterday, and was buried to-day.

### EASTERN NEWS.

#### Election of Yale Officers.

NEW HAVEN, Sept. 30.—At the annual meeting of Yale University, held last evening, the following officers were elected: E. P. Howe, President; Julian Kennedy, Vice-President; W. M. Walker, Secretary. Capt. Cook was re-elected Treasurer amid great enthusiasm. He has held the position for three successive years.

#### Cross-Divorce Suit.

INDIANAPOLIS, Ind., Sept. 30.—Mrs. Russell, wife of Jas. H. Russell, a prominent man, applies for a divorce on the plea of cruelty, and asks for \$20,000 alimony. He crosses her petition and sues Jas. Simms and wife, parents to Mrs. Russell, for \$30,000 damages, for alienating his wife's affections and breaking up his home.

#### Unsuccessful Indian Hunt.

ST. PAUL, Minn., Sept. 30.—A special says that Col. Wein, who followed in the trail of the Indians who killed Wright on Thursday last has returned without coming up with the red skins. Col. Yates's command was not been heard from since Sunday evening.

#### Massachusetts Nomination.

NEW YORK, Sept. 30.—The Herald commenting on the Worcester Convention, considers that the selection of Wilson as Chairman was in consequence of his coldness towards President Grant. This platform also casts reflection on the service and term of his stand and satisfaction on the currency question. It considers, however, that the nomination of Rice for Governor is certainly not in pursuance of the new departure advocated by Horace and Wilson.

#### Suspension of a Bank.

NEW YORK, Sept. 30.—The Third Avenue Savings Bank has suspended. The Trustees have made application for the appointment of a receiver. The standing of the Bank at present is unknown. The report of the Superintendent of the banking department in March, showed the bank's resources to be \$1,526,000.00, leaving a surplus of \$696,000 in the bank.

#### Titton again lecturing.

NEW YORK, Sept. 30.—A large crowd assembled at Cooper's Institute last evening on the occasion of the first appearance in this city of Theodore Tilton since the grand scandal trial. His subject was "The Problem of Life," and it was ably handled, the brilliant passages eliciting repeated applause. A large number of ladies were in the audience. He lectures tomorrow evening at the Brooklyn Academy of Music on "The Human Mind."

#### FOREIGN.

##### Fearful Railroad Accident.

SOREL, Canada, Sept. 29th.—About 7 o'clock last evening, a train coming from Yarmouth, ran over an obstruction, supposed to have been maliciously put across the track. Six platform cars, on which there were about 70 laborers, were in front with the engine, and they were running at a fair speed. Two or three of the platform cars were upset by the shock and the men onboard fearfully crushed and mangled. Eleven were killed and twenty-five wounded. The laborers belonged to Lower Canada.

### MORNING DISPATCHES

#### 2:30 A. M.

#### [SPECIAL TO THE HERALD.]

### EASTERN NEWS.

#### Grant and Sherman.

DES MOINES, Sept. 30th.—The day has been rather gloomy for the reunion exercises, but the city has been crowded with visitors. In the afternoon President Grant and Gen. Sherman held a reception at the State Arsenal, and at least six thousand people passed through and shook hands with them. This evening a grand banquet was given by the citizens to the distinguished visitors at the Savoy House. President Grant and party will leave in the morning for Cheyenne. Gen. Belknap and party go to Chicago to-morrow.

#### RAILROAD TAX.

WASHINGTON, D. C., September 30.—The Commissioner on Internal Revenue has agreed that under the act of July 14th, 1870, railway companies are liable to 5 per cent. tax instead of 2 $\frac{1}{2}$  per cent., on the amount of all dividends, earning, income organ, which accrued prior to Aug. 1st, 1870; also on all undivided profits earned by the companies prior to that date and added to any surplus, contingent, or other fund. The question came before the bureau on an application of the Illinois Central railroad to abate the tax assessed on the rate of five per cent., claiming that 2 $\frac{1}{2}$  per cent. was the le-

gal rate under section 15 of act of July, 1870.

#### An Easy Race.

BOSTON, Sept. 30th.—The match race between the stallions Smuggler and Thomas Jefferson at Beacon Park to-day proved a disappointment to the people who were present on the track. Jefferson was in number one condition when he came up for the start. Smuggler won the first two heats, leading from the start to the finish in each heat—time 2:25, 2:28. When Jefferson came up for the third heat he was so lame his owner requested the privilege of drawing him, which was granted, and Smuggler jogged over the track at time, 2:40. Great dissatisfaction was expressed at the starting of Jefferson, and his backers in the pool lost heavily, as he brought \$20 to \$40 for Smuggler before the start. The date and place for the mile and repeat match race between the same stallions has been fixed, Hartford, Conn., October 14th, having been decided upon.

#### South American Steamer Line.

BOSTON, Sept. 30th.—The new enterprise of connecting Boston and New York and the West coast of South America by a line of steamers will soon be carried into practical operation. Messrs. Hemingway and Brown of this city contracted some months since for the building of an auxiliary iron screw steamship in England, to be employed in this line, and the vessel was successfully launched on the 16th of September and named the City of Valparaiso. She is full model, ship rigged, with shifting screw, and is to be fitted with engines of one thousand horse power.

#### Passengers per Anchon.

The steamship Ancon which left San Francisco Sept. 30th, at 9 o'clock A. M., carries the following passengers for Santa Monica and San Pedro: L. B. Richardson, J. Seal, J. W. Stump and family, H. Monsello, Mrs. W. Nedem and four children, Miss. Helbreck, Mrs. S. Gray, C. Simpkins, C. T. Thompson, Mrs. O. E. Spring, Miss. Bradley, A. G. Robb, Mrs. S. Dayley, Mrs. Egerton and two children, J. H. Holmes, Mrs. H. McKin, D. Helbreck, H. Stevens and family, A. Steel, P. Clark and wife, D. Green and wife, Miss. Husly, J. Savage, Miss. L. King, Miss. A. Heath, J. McLean, C. A. Durfee, Miss. Atways, W. H. Helbreck, Miss. S. Smith, Miss. N. L. Ward, Mrs. J. H. Foster, T. Lifage, J. Hay, J. Smith and wife, O. Mack.

#### Dr. Hall, late of Junction City, Kansas, has been ill at the St. Charles Hospital for some days, but is now convalescent.

The M. E. Church, South, will have a Social at Col. Peet's house, to-night.

Gold closed yesterday at 117, and Greenbacks sold in Los Angeles at \$5.00.

Mrs. Wallace Woodworth was upset in her buggy on Wednesday, without damage.

Attention is directed to Goodall, Nelson & Perkins' Steamship company's new ad. in another column.

Prof. Gerichten left for San Francisco yesterday, by the Orizaba. He was heartily cheered on leaving by a delegation of Turners.

The White House, corner of Los Angeles and Commercial streets, has been opened in first class style. We will allude to it more fully in the future.

The steamer Los Angeles sails from Santa Monica, this morning, taking the following passengers for San Francisco and way ports: G. Ray and wife, D. Riley and wife, G. W. Currier and wife, H. L. Garfield and wife, J. Daniel, R. C. Pearson.

The stallion Smuggler, the winner in the Boston race yesterday, two years ago was drawing a plow in Johnson county, Kansas. He was bought by Col. W. S. Tough, U. S. Marshal of Kansas, and M. H. Insole, a banker of Leavenworth, Kansas, for \$6,000 and taken to Boston and sold for \$30,000. He has made good time and can do better than 2:20.

We have been favored with an inspection of the regalia presented to the Property Owners Main street between the Pico House and the Court House are requested to meet us at 12 o'clock this (TUESDAY) (TUESDAY) to take such steps as they may appear expedient for their protection, and to determine the location of a main sewer at their individual expense for the benefit of others. Punctual attendance is requested.

MANY MAIN STREET PROPERTY OWNERS.

REASONABLE RATES.

Residents or strangers please try it once for yourself.

#### NOTICE

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MANY MAIN STREET PROPERTY OWNERS.

REASONABLE RATES.

Residents or strangers please try it once for yourself.

#### FRESH OYSTERS TO-NIGHT,

#### SERVED IN EVERY STYLE.

ATTENTION IS DRAWN TO THE FOLLOWING:

Summers & Nelson's Ice Cream Saloon,

No. 16 Spring Street.

ATTENTION IS DRAWN TO THE FOLLOWING:

Transient or Permanent at

Rooms or Board First-Class.

ATTENTION IS DRAWN TO THE FOLLOWING:

Diamond Setting & Chains a Specialty.

ATTENTION IS DRAWN TO THE FOLLOWING:

B. STIEBEL,

Rowan's New Building.

ATTENTION IS DRAWN TO THE FOLLOWING:

GROCERY,

Keeps in store a choice lot of general grocer

ies, comprising

WHITE FISH,

SOUSSED PIG'S FEET,

CODFISH TONGUES,

BONELESS AMERICAN SARDINES,

ENGLISH JAMS AND JELLIES,

MARMALADES, ANCHOVIES,

MACKEREL IN OIL,

CAROLINA RICE,

SAUCES, PICKLES, PATES,

(American, English and French),

Etc., Etc., Etc.

ATTENTION IS DRAWN TO THE FOLLOWING:

CAST IRON SEWING MACHINES

ATTENTION IS DRAWN TO THE FOLLOWING:

SEWING MACHINE.

ATTENTION IS DRAWN TO THE FOLLOWING:

WOOD, WILLOW AND HARDWARE

IN STORE.

ATTENTION IS DRAWN TO THE FOLLOWING:

HOLCOMB BROS. & CO.

ATTENTION IS DRAWN TO THE FOLLOWING:</p



## Los Angeles Herald.

POSTOFFICE DIRECTORY.

Eastern San Francisco, Northern and Coast Stations—Telegraph Stage Line—Arrive at 12:30 P.M.; close at 7:30 P.M. Letters intended for registry must be presented before 5:30 P.M.

San Diego Line—San Diego and Way Stations, arrives at 7:30 P.M., and closes at 7:30 P.M.

Southern Arizona—Tucson, Yuma, Arizona City and way stations—Tri-Weekly Service—Arrives Sunday, Tuesday and Friday, at 7:40 P.M.; leaves Monday, Wednesday and Saturday; mail closes at 2:10 P.M.

San Bernardino—Pioneers—Wickenberg and way stations—Semi-Weekly—Arrives Tuesday and Friday; mail closes at 2:10 P.M.

Pittsburg, Philadelphia, Montreal, Quebec, New York, Boston, or any point East, should buy their

TRANSCONTINENTAL TICKETS

## NEW ADVERTISEMENTS.

### CENTENNIAL.

**1776. 1876.**

### PROCLAMATION.

Chicago & Northwestern Railway

The Popular Route Overland

Passengers for Chicago, Niagara Falls, Pittsburg, Philadelphia, Montreal, Quebec, New York, Boston, or any point East, should buy their

TRANSCONTINENTAL TICKETS

Via the Pioneer Route,

—THE—

**Chicago and Northwestern Railway.**

THIS IS THE BEST ROUTE EAST.

Its track is of STEEL RAILS, and on it has been made the FASTEST TIME that has ever been made in this country. By this route you can have your choice of the following lines from Chicago:

BY THE PITTSBURG, FORT WAYNE AND CHICAGO AND PENNSYLVANIA RAILROAD.

3 THROUGH TRAINS DAILY, with Pullman Palace Cars through to Philadelphia and New York on each train.

1 THROUGH TRAIN, with Pullman and Chicago cars to Baltimore and Washington.

TO THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY AND CONNECTING NEW YORK CENTRAL AND ERIE RAILROADS.

3 THROUGH TRAINS DAILY, with Pullman Drawing-Room and Silver Palace Sleepers through to New York.

BY BALTIMORE AND OHIO RAILROAD:

3 THROUGH TRAINS DAILY, with Pullman Drawing-Room and Sleeping Cars, through to Philadelphia, Niagara Falls, Buffalo, Rochester or New York city.

BY WHEELING, WHEELING and Baltimore without change.

This is the SHORTEST, BEST and only line running Pullman celebrated PALACE SLEEPING CARS AND COACHES, connecting with Union Pacific Railroad and from the WEST, via Grand Junction, Marshall, Cedar Rapids, Clinton, Sterling and Dixon, for CHICAGO AND THE EAST.

This popular route is unsurpassed for Speed, Comfort and Safety. The smooth, well-paved roads and perfect tracks make the celebrated Pullman Palace Sleeping Cars, the perfect Telegraph System of moving trains, perfectly regular with which they run, the admiring admiration for comfort, which cars to Chicago from all points West, travel to passengers all the comforts in modern railroads, including the conveniences of cars and no stops during at ferries.

Passengers will find tickets via this favorite route at the General Ticket Office of the Central Pacific Railroad, Sacramento.

Tickets for sale in all the Ticket Offices of the Central Pacific Railroad.

W. S. SWIGART, Gen. Agt.

MARVIN HUGHES, Gen. Sup.

H. P. STANWOOD, General Agency, 121 Montgomery street, San Francisco.

JUDICIAL COURTS:

Y. SEPULVEDA, District Judge of Courts—First Monday of Feb., May, Aug. and Nov.

H. K. S. O' MELVENY, Judge of Probate and Courts of Court—First Monday of Jan., Mar., May, July, Sept. and Nov.

GEO. C. GIBBS, Dist. Court Commissioner, Office, No. 124 Spring street.

J. C. LITTLEFIELD, Librarian, Library of Congress, Downey Block.

JUDICIAL DIRECTORY:

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GEO. C. GIBBS, Dist. Court Commissioner, Office, No. 124 Spring street.

JUDICIAL COURTS:

W. M. H. GRAY, Temple Block, over W. F. & Co., Temple Street.

JOHN TRAFFORD, Downey Block, Temple Street.

NATIONAL OFFICIALS:

H. K. W. BENT, Postmaster, Postoffice, Temple Block.

ALFRED JAMES, Reg. U. S. Land Office, J. W. HARRIS, Clerk, Reg. U. S. Land Office, Temple Block.

J. O. WHEELER, Dep. Col. U. S. Int. Rev. Office, No. 10, Temple Block.

J. R. HARRIS, Dep. Col. U. S. Int. Rev. Gauger Office, No. 48, Temple Block.

J. D. DUNLAP, Dep. U. S. Marshal, New street.

B. G. WHALEY, U. S. Court Commissioner Office, Nos. 28 and 29, Downey Block.

JACOB A. MOURENHOUT, French Consul, 121 Spring street.

CLINTON B. SEARS, In charge of Improvement of Wilmington Harbor—Residence at terminus of street railroad.

COUNTY DIRECTORY:

A. W. POTTS, Co. Clerk and Clerk of Courts, J. W. GILLETTE, Co. Recorder and Auditor, T. E. ROWAN, Co. Treasurer, V. R. ROWLAND, Co. Sheriff, and Tax Collector, J. C. LITTLEFIELD, Co. Surveyor, DIONICIO BOTILLER, Co. Assessor, L. SEBOLD, Co. Surveyor, Dr. S. W. BROOKS, Co. Physician, (Office, Lawrence's Building).

BOARD OF SUPERVISORS:

GEORGE HINDS, Chairman, EDWARD EVEY, F. PALOMARES, F. MACHADO, A. SEPULVEDA, Acting Interpreters.

REGULAR MEETINGS—First Monday of each month.

HOTELS:

### RAILROAD HOUSE,

Alameda Street, near Commercial, LOS ANGELES, CAL.

### TASTELESS MEDICINES.

A PROMINENT NEW YORK PHYSICIAN lately complained to Dundas Dick & Co. about their TASTELESS OIL Capsules, stating that he had been informed that a patient of his had taken them without effect. On being informed that several physicians were soothed by the capsules, he found his patient HAD NOT BEEN TAKING Dundas Dick & Co.'s.

What happened to this physician may have happened to others, and Dundas Dick & Co. take this method of protecting physicians, druggists and themselves, and preventing the public from being imposed upon.

Physicians who once prescribe the capsules will continue to do so, for they contain the TRUE OIL of the BEST and CHEAPEST form.

Dundas Dick & Co. use all the well-known oil of Sandalwood and perfumes in the United States combined, and this is the sole reason why the PURE OIL is sold cheaper than their capsules.

OIL OF SANDALWOOD is fast superseding every other remedy, sixty capsules ONLY being required to insure a safe and certain effect in a single dose. From no other remedy can this result be had.

DUNDAS DICK & CO'S SOUP CALMED many physicians, of how to avoid the nausea and disgust experienced in swallowing, which was well known to detract from, if not destroy the appetite of many valuable medicines.

Physicians who once prescribe the capsules will continue to do so, for they contain the TRUE OIL of the BEST and CHEAPEST form.

TASTELESS MEDICINES—One oil and many other nauseous medicines can be taken easily and safely in DUNDAS DICK & CO'S SOFT CAPSULES—NO TASTE, NO SMELL.

These were the only capsules admitted to the last Paris Exposition.

Printed in a superior manner, plain writing or on bond and Bank Note Paper black of colors.

SHOW CARDS

IN GOLD AND COLORS.

We shall pay particular attention to

BRIEFS, TRANSCRIPTS,

ABSTRACTS, ETC.

Now will be printed in the Old Style Type

now so universally in favor, and which we have procured specially for this class of work. We shall also be provided for the printing of

LEGAL BLANKS,

OFFICIAL FORMS

AND DOCUMENTS.

NOTICE.

ALL PERSONS owning shares in the

East Los Angeles Pioneer Building Lot Association will please pay their installments at the office of Barber & Gates, 82 Commercial street.

The best Wines, Liquors and Cigars, and Martin & Redding, Prop'trs.

ANTONIO A. PERPICH & CO., Proprietors, NO. 20 MAIN STREET.

OPEN DAY AND NIGHT.

TABLES served with the best tea, coffee and chocolate in town, and the best that the market affords throughout.

The finest cigars always on hand.

Private rooms for ladies.

Sept 17-18

McMILLIAN HOUSE,

Canal St., - - - Wilmington.

D. McMillan, Prop'r.

310-3m

OCCIDENTAL

CHOP HOUSE.

ANTONIO A. PERPICH & CO.,

Proprietors,

NO. 20 MAIN STREET.

OPEN DAY AND NIGHT.

TABLES served with the best tea, coffee and chocolate in town, and the best that the market affords throughout.

The finest cigars always on hand.

Private rooms for ladies.

Sept 17-18

SANTA MONICA HOTEL,

Proprietors, J. E. ROWAN, J. E. ROWAN.

PROPRIETORS, J. E. ROWAN.

McMILLIAN HOTEL,

Canal St., - - - Wilmington.

D. McMillan, Prop'r.

310-3m

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